

NO NEW SPEED LAW IN CITY UNTIL THE AUTUMN

Aldermen Leave Ordinance Over Until They Sit in September.

DRIVING MADE DIFFICULT Provision About Halting in Rear of Street Cars Won't Help Those in Hurry.

Although there was pretty general expectation that Greater New York would have a new automobile speed ordinance before the middle of August came around, the Board of Aldermen has adjourned until late in September without putting through any legislation to this effect. Certain changes that were required to be made in the ordinance prevented its being considered at the last meeting of the board and there is to be none again until about September 15. If the speed ordinance comes up then and is passed at once it cannot take effect until the middle of October or perhaps November 1.

Inasmuch as the chief points in the speed legislation are concerned with a fifteen mile an hour limit in the city itself, its operation in the colder months is a fairly important matter. Automobileists will take a little time to get used to this law, so that by the time the winter sets in and there is a larger amount of automobile driving within the city itself they will have had a chance to see what it is like and also how strictly this fifteen mile limit is enforced.

Although of course there is a lot of driving in the city in the summer, motoring is now more largely suburban, so that the need of a speed ordinance for the city is perhaps not so pronounced. In the interval motorists will struggle along under the old anomalous conditions. They will be arrested whenever the motor-cycle policemen will it, for whatever offense the policemen think will hold when set out in the form of a charge.

One clause in the proposed speed law which will come near to making it impossible to use an automobile in the city if the persons in it are in the least eager to make more progress than a street car does is that which requires an automobile when it overtakes or approaches a street car that has stopped to take on or let off passengers itself to stop not less than six feet from the street car and remain stationary until the street car has proceeded.

The speed limits proposed are: twenty-five miles in outlying and thinly populated sections, ten miles in turning corners, at bridge approaches and in passing schools on school days between 8 A. M. and 4 P. M., fifteen miles in crowded streets and eighteen miles on Broadway and Amsterdam avenue north of Seventy-second street, Coney Island Boulevard and Eastern Parkway, Brooklyn. Penalties for violation of the law are: first offense, fine of \$25 to \$100 or fine of fifteen days; second conviction, fine up to \$100 or thirty days; third conviction within six months, \$100 and thirty days.

Alderman Ralph J. Glavin, chairman of the special automobile speed regulation committee appointed by the Board of Aldermen to investigate and draft the ordinance, in submitting his creation made numerous suggestions for its enforcement gained by the committee in driving automobiles through congested thoroughfares and less crowded streets at various speeds, in ascertaining the efficiency of brakes and the distance required to stop at different speeds and in study of conditions under which accidents most frequently occur.

That, if made a law, would place upon drivers who drive on the same plane as chauffeurs was the suggestion that the owners also be licensed to drive, the committee being able to find little reason for discrediting the police. Mr. Glavin also urged the vesting in police magistrates of the power to revoke licenses, instead of centralizing this power in the Secretary of State, and in order that the identification of drivers of cars with any previous offenses against the speed law be a matter of police record he would have filed at Police Headquarters a card bearing license number, address, signature and photograph of the driver. More motor-cycle policemen were urged as a means of coping with present conditions and a right enforcement of the tail lamp regulation was recommended as an aid in identifying the cars at night.

Referring to the part pedestrians play in causing accidents, the report says: "While pedestrians have many just causes for complaint, they are also responsible in many cases for their own injuries, and unnecessarily annoy the drivers. According to the records of the Police Department some 500 accidents out of 2,500 occurred in the middle of the block or remote from corners. Vehicles should be entitled to free and unobstructed passage of the highways aside from street crossings."

RAMBLER SHOWS GROWTH. Figures Announced at Sales Convention Are of Increase Everywhere.

Seventy-five salesmen of the Thomas R. Jeffery Company met last week at the factory in Kenosha, Wis. The salesmen spent three days at the plant. In the business report it was shown that the increase in sales of Cross Country Ramblers for 1912 as against the model of the same power in 1911 was 13 per cent. They are also responsible for the increase in sales of Cross Country Ramblers for 1912 as against the model of the same power in 1911 was 13 per cent. The increase in the number of dealers who represent the Jeffery Company was shown to be more than 100 per cent.

The salesmen were told by officers of the company that in the coming year the factory will increase its product 60 per cent.

WORLD'S MOST ANCIENT AUTOMOBILE IN SERVICE 21 YEARS

When the Abbe Gavois loaned to the promoters of the British Motor Museum the 1891 Panhard car that he has been driving these many years the exhibitors had a chance to show what is admittedly the oldest automobile in the world still in service. His generosity forced the plate to fall back on a modern car, that is a Rochet-Schneider of the 1900 model. The man who came from the

Oldest of Surviving Cars



Among other antiquities this should be particularly honored. It is a PANHARD automobile, brought out in 1891, which has been running daily ever since 1894 in the service of a French priest, Abbe GAVOIS. It is something to make a car run daily for one year, even in these "foolproof" days, let alone daily for eighteen years.

PIERCE-ARROW PRODUCES LETTERED MODELS NOW

Four New Types Are 66-A, 48-B, 38-C and 48-D—All Six Cylinders.

Four new models will come from the Pierce-Arrow factory this season. The Pierce-Arrow company will no longer designate its cars by year numbers, but hereafter letters will be used denoting the series of the various models. With the series letter will be the number showing the horse-power of the car.

The four new cars are known as the 66-A, the 48-B, the 38-C and the 48-D. All of the models will be of the six cylinder type, the Pierce-Arrow company having manufactured no four cylinder cars, if trucks may be excepted, since the spring of 1909. The new models mark the seventh year of the company's manufacture of six cylinder cars.

Of the two 48 horse-power models the 48-D is the first on which deliveries have been made. These cars began coming from the factory July 1. They are made only with seven passenger touring bodies, but enclosed bodies to fit the chassis will be supplied in time for fall and winter use.

The motors of the four cars are 66-A, 5 1/2 inches; 48-B and 48-D, 4 1/2 x 5 1/2 inches; 38-C, 4 1/2 x 5 inches. All four have a four speed forward and one reverse transmission of the selective type, cone clutch, shaft drive and semi-floating rear axle. Two separate and independent means of ignition, one a Bosch high tension magneto and the other storage battery, are used.

A feature of the Pierce-Arrow cars is the centralization of control. All levers, pedals, switches, etc., having to do with the control of the car are placed within easy reach of the driver and everything that does not concern the control has been put where it will not interfere with the driver's movements.

The equipment of Pierce-Arrow cars includes a compressed air starting system, electric light generator, cape top, glass front with a rain vision and patent ventilator, demountable rims, electric horn and bulb horn, automobile clock, gasoline tank gauge, gasoline primer, air power pump, set of tools, shock absorbers, extra tire and rim carriers, trunk rack, foot rest, coat and blanket rail and locks for the hood, dash, cabinets, tool compartments and oil and grease box. The 48-D is equipped with a gas priming starter instead of the compressed air system.

Two young men will start soon on a transcontinental trip, their destination being Mexico Park, Cal., their home town. Their Simplex car will be equipped with Duhl punctureless tires.

Motor Museum as a sort of ambassador to induce the abbe to part with his car for a time, helped the priest work on the newer car and together they got it running. The abbe doesn't like the idea of going around on pneumatic tires such as are on the Rochet-Schneider. He fancies the steel bands that are on the Panhard.

This history of the oldest car in the world is interesting but brief. The Abbe

Hot Weather Inefficiency.

Horses Display It Markedly and Motor Trucks Not at All.

The decrease in efficiency of horses in hot weather is indicated in a count from the American Locomotive Company's office window of motor trucks and horse-drawn wagons on Broadway and Sixty-second street on a hot day recently. The observation was made when the heat was most intense and traffic generally heaviest. In the course of one hour 100 motor trucks passed as compared with twenty-nine two horse vehicles. Not one three horse or four horse truck went by this corner.

This, according to Harry S. Houghton, general sales manager of the Alco, shows that owners of horses in heavy trucks keep the animals in the stables on hot days. The failure of more horses to pass this corner, he said, was due also to the number of prostrations from the heat.

"On a day like this," said Mr. Houghton, "horses fall far below their usual efficiency. Motor trucks, on the other hand, run along as usual, regardless of temperature. It is said that they are five times more efficient than horses on a hot day. It is estimated that \$3,000,000 could be saved in a year through the motor truck, money that is lost by the death of horses on account of heat and cold. Every sad sight of horses lying in the streets means the loss of so much money to the owner in crippled deliveries."

BULB HORNS ONLY AT NIGHT.

Maryland Law Bans Others Between Sunset and Sunrise.

Mechanical or electrical horns are barred in Maryland in the hours between sunset and sunrise, only the old reed horn operated by the hand bulb may be used in these hours.

Word comes from the Automobile Club of Maryland that according to motor vehicle law it is unlawful for any person operating a motor vehicle to use any signaling device other than a horn operated by hand pressure upon a rubber bulb from one hour after sunset to one hour before sunrise, the penalty being \$50 fine.

It is also unlawful for any operator of a motor vehicle to operate the same without an adequate muffler, and to cut out the muffler at any hour of the day or night within the limits of any city, towns or villages of that State. These laws are being rigidly enforced.

Public Not So Keen for Season Models.

"One thing that helps demonstrate the stability of the automobile business is that the purchasing public, as a whole, no longer pays keen attention to what is called the 'season model,'" says C. T. Silver, the Overland distributor. "The manufacturers themselves have very wisely helped toward this end. Some few of them have made the year mark '1913' a part of their selling argument, but the majority have decided to wait until 1913 is actually here."

Gavois, who lives in Rainneville, near Amiens, bought the car in 1894 from the Mayor of Troyes. The company director, The Mayor, had bought it on December 4, 1891, from the Panhard-Lavassor factory. In itself not having been in the hands of more than two owners, the car is in excellent condition. It is remarkable. It never has missed a day's service on the road in twenty-one years and has only recently had its first overhauling. This sounds fanciful enough, but the word of the abbe goes with the statement, as far as his ownership of the car is concerned.

"It is not sentiment, but sound, practical economy which causes Abbe Gavois to prefer his old two seated Panhard to a more modern vehicle," says one commentator. "Its speed of twelve miles an hour is quite sufficient for his requirements. Its steel tires never cause him delay on the road and they have never called for a cent in upkeep. The two cylinder motor of a 2.74 x 3 inches, bore and stroke, uses very little gasoline, although it is fed from the original carburetor, bigger than one of the cylinders of the motor and has to use gasoline for the hot tube ignition.

"Taking into consideration taxes, depreciation, renewals, gasoline and oil, the village priest declares that his motoring costs him less than a cent a mile and he defies any modern manufacturer to supply him with a car that can be run at a lower cost.

"Not only is the car interesting as the oldest, having been in constant service since the day it was produced by the factory, but it is one of the best examples of the type from which the modern car has developed. The motor is a Daimler No. 77, with two cylinders mounted in V on a crank case attached to a subframe. It has automatic intakes and mechanically operated exhausts, the control of the motor speed being through the exhaust valves.

"A centrifugal governor on the front end of the main shaft causes the arms of the tappets to swing out and miss the valve stems when a certain speed is attained; the exhaust valve remains closed, and as the intakes cannot open against a full cylinder the speed of the motor drops. The surface carburetor is to the right hand side of the motor, and is a cylindrical box both tube and envelope cylinders, known by old time mechanics as the milk can. On the opposite side is a water tank; when the water boils more is added.

"After purchasing the car the owner added a single cube radiator at the rear, but this was only a convenience and not a necessity. The clutch is of the belt type, it is bolted to the rear shaft and is mounted on horizontal steel brackets which come into engagement with the teeth of a disk mounted on the driven shaft. This second disk having a sliding motion, the clutch can be engaged or disengaged at will.

"The gear set is the forerunner of the modern type of sliding gear set. There are

TO TALK MOTOR TRUCKS PROGRESSIVELY EASIER

Merchants More in Listening Mood Because They've Investigated for Themselves.

"It is much easier to get the ear of the merchant to-day on the question of motor trucks than it was even as late as six months ago," says Gleason Murphy, vice-president of General Motors Truck Company. "The reason for this is that he has been doing a little studying on his own account. He has been watching the development of the industry and has conducted, in a quiet way, an investigation of the merits and advantages of the motor truck."

"However, these are not the most vital reasons for his conversion. What has made the deep impression is the example set by his competitors. He has closely watched the introduction of trucks in the delivery systems of the largest corporations. It must not be thought that this move was made because the firms were wealthy and could afford to try what might be termed an 'experiment,' for this is not so. The delivery end of a business is watched just as closely as any other branch, and it is an expensive and simple and the department is conducted on economical lines.

"Take, for example, the large express companies—that their business to a certain extent, depends on the thing they deal in, and still you must admit that the motor truck has revolutionized their entire system. Do you think that they would have adopted this new method of conveyance and spent hundreds of thousands of dollars if they were not satisfied that the truck would not only prove more efficient, but by its high standard of service, prove just as economical if not more so? The house and wagon system?"

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CLUTCHES, THE SEVERAL TYPES

Cone, Disk and Band Varieties Are Described.

"Clutches used on automobiles are all of three types," says William A. Stewart, Jr., president of the Stewart Automobile School. "There are three popular types in common use, namely the cone, the multiple disk and the band clutch. The cone clutch is the simplest, the multiple disk clutch is the most flexible, and the band clutch is the most disengaged or withdrawn from the flywheel by means of the clutch pedal.

"The leather facing requires some attention, as it may become hard and glazed, due to friction with the flywheel. In that event it should be treated with some good vegetable oil, machine oil having a detrimental effect upon leather. If it should be found that grease or oil from the engine or transmission has lodged upon it, causing it to slip, wash carefully and treat afterward with vegetable oil.

"The multiple disk clutch is composed of a number of disks fastened to the crank shaft alternately with other disks fastened to the clutch shaft. These are compressed by springs and disengaged by the clutch pedal. The disks within the oil make the clutch very flexible. It also has a comparatively greater frictional surface than other types, which tends to prolong the life of the clutch.

"The band clutch is one of two types, either contracting and expanding, or band fastened to a drum attached to the flywheel. Some cars use a leather faced drum, the treatment for that type is much the same as the cone clutch. Still others use a metal to metal combination, the drum usually being made of bronze, while the band is composed of steel. On that type the band is advisable occasionally to apply a little graphite and oil so as to keep a glazed surface, thereby preventing the bronze from becoming raw and wearing excessively."

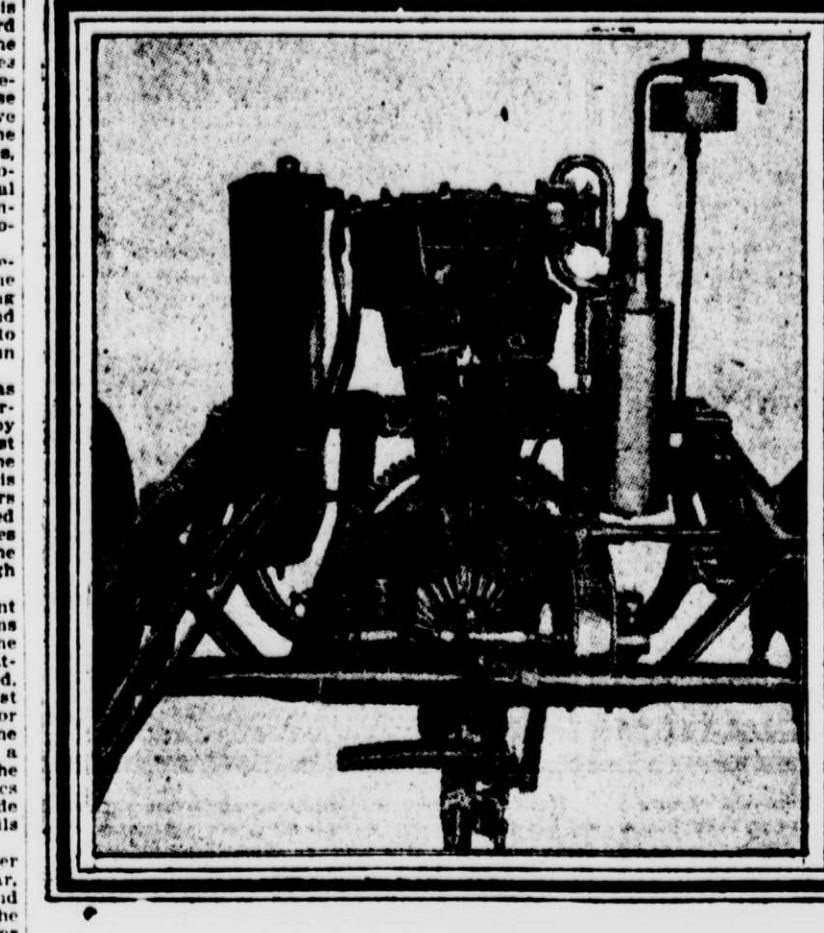
Lighting Up Time
TO-DAY, 7:30
TO-MORROW, July 22, 7:30 Friday, July 26, 7:30
Wednesday, July 24, 7:30 Sunday, July 28, 7:30
Thursday, July 25, 7:30 Monday, July 29, 7:30

three forward speeds, but to reverse, by means of a single sliding gear set, the pinions being steel and housing of cast-iron, adjustable diameter and devoid of any housing.

"A layer of grease was applied to the gears; occasionally they were washed out with kerosene; but for twenty-one years they have been turning in a bath of grease

and dust. When they were dismantled for the overhauling of the car recently they were found still to have several years of useful life. A short jack shaft is driven by means of a pair of bevel gears and the final drive is taken to the rear axle by means of a single exposed chain. The steering is fitted and all four wheels are wood with steel tires."

Motor of Myriad Revolutions



Imagine for a moment how many times this motor has gone through the cycles of operation in the score and one of years it has been driving the car of the Abbe GAVOIS. It has a carburetor on the right as big as a cylinder. On the left is the water tank, which some may think isn't as large as it ought to be.

DAMAGE BY SLOW LEAK.

Tires Don't Immediately Flatten on Being Punctured.

It often happens, says the Michelin tire man, that motorists travel on deflated tires for considerable distances without knowing that such is the case. This is generally due to the fact that punctures are not always followed by sudden deflation, but frequently allow the air to escape very slowly.

A nail which has entered the tread of a tire will not generally penetrate to the inner tube until the wheel has made a number of revolutions. When it does pierce the tube the nail remains in the puncture, so that the tire would not be deflated for hours if the wheel were not in motion.

But with every turn of the wheel the nail as it is brought into contact with the ground moves more or less in its hole and allows a small amount of air to escape. It returns to its original position as soon as carried upward again. The escape of air is hardly noticeable at first, but very soon, because the nail is moved about so repeatedly, the puncture enlarges and the escape of air becomes more apparent. This takes considerable time and in nine cases out of ten the motorist will not notice that his tire is flat until he has travelled several miles.

Often times this is far enough to do much damage, for when a car is travelling on a deflated tire both tube and envelope are literally chewed between the rim and the ground. When the tire is examined it is found that the walls of the envelope are strained and the canvas torn and the inner tube, if it be repaired and inflated, will show a thousand almost invisible cuts.

Motor Trade Personal.

Garrett Cupp has been appointed publicity man for the Poertner Motor Car Co., distributors of National and Herreshoff cars in this district.

Walter C. Barnes of Springfield, Ill., is the new advertising manager for the Moon Motor Car Co. of St. Louis. Mr. Barnes has done advertising work with newspapers in Illinois, Idaho and Oregon. He also was with the Lord & Thomas Company in Chicago.

Dr. Charles G. Percival of New York, the manager of the Abbott and Ribbs dog's run, has filed with the Victoria B. C. Automobile Association notice that he will try to win the gold medal offered to the first motorist to tour from Victoria to Winnipeg. Contestants must have the dog indoors every 100 miles on the run, except in British Columbia, Idaho and Washington, where indoorness must be made every forty miles by the postmaster or some other official.

R. L. McCully, manager for W. P. Mallon, the K-R-T and Paterson agent in this city, leaves on August 1 for Fulton, N. Y., where he has become interested in a stock company which handles the Maxwell, E-M-F and Flanders cars.

ELGIN ROAD RACES WILL BE FOR NON-STOCK CARS

Four Events, Two for Smaller Cars, One in 600 Class and a Free for All.

After some vicissitudes road races are to be held at Elgin, Ill., next month. The Chicago Automobile Club is running them together with the Elgin Automobile Road Race Association. Instead of being for stock chassis championships, as heretofore, the races are to be all for non-stock machines. There are to be two events on August 30 and two on August 31. Prizes offered formerly for the stock car championships will be put up for the racing machine events.

On August 30 the two races run will be for the Aurora trophy and the Illinois trophy respectively. The first is for class C cars in the 231-300 cubic inches piston displacement class. These cars will race eighteen laps around the circuit, which is 8 miles 2,499 feet. This makes a race of about 152 1/2 miles. The winner will take the trophy and \$700 in cash. There will be \$200 to second and \$100 to third.

This race will start at 11 o'clock in the morning simultaneously with the contest for the Illinois trophy. This is for class C cars in the 301-450 cubic inches piston displacement division. The distance is twenty-four laps, or 203 miles 1,896 feet. The cash prizes are the same as for the other race.

The bigger machines will occupy the center of the stage the second day. The races again will start at 11 o'clock—one for the Elgin national trophy, the other for the free for all prize. The Elgin trophy race is open to cars of 600 cubic inches piston displacement and under. Any such car must be the product of a factory that in the twelve months prior to the date of the contest has produced at least fifty cars. The distance is thirty laps, or 254 miles 1,050 feet. Besides possession of the trophy for a year the money prize for first is \$1,000. For second the prize is \$500 and for third \$200.

The free for all race is for thirty-six laps, a distance of 306 miles 920 feet. The winner will take down \$1,750 in cash. The second will get \$500 and the third \$250.

Good Sign for a Garage Wall.

A placard like the following one is to be found on the wall of one garage just where the driver must see it when he gets out of the car. Unfailing observance of its precepts prevents many an accident and saves no little expense:

STOP!
Is the gear shift lever in neutral position?
Is the clutch turned to "OFF"?
Is the emergency brake set?
Is the motor started?
Is everything tight?

BRITONS JUBILANT OVER LIGHT CARS AS RACERS

Results of Grand Prix Event Hailed as Signal Triumph for English.

"SWAN SONG OF MONSTER"

Bigger Machines in French Contest No Better Than Theirs, They Figure.

The results of the Grand Prix race of the Automobile Club de France have been manifestly more pleasing to the British writers than those of the Olympic games. The Sunbeam team, composed of three cars of this make with the supposed rating of 15.9 horse-power, won the team race. These machines were third, fourth and fifth in the official finish of the race, coming in behind two cars of vastly greater piston displacement. The race was on two successive days and covered nearly 1,000 miles.

In the *Byatender* the jubilation was expressed this way: "It (the race) provided the opportunity for a check by low running test of 15 horse-power efficiency and 15 horse-power speed against the best that could be done in those departments by vehicles of any power and freakage. The result has rather staggered motoring humanity."

"Certainly a big car won the Grand Prix and won finely, but of the thirteen actual big car starters only two finished. In front of the little Sunbeams, who were placed third, fourth and fifth, while an Arrol-Johnston came in tenth. Which means simply that in speed and in endurance there is very little to choose between a well designed, well tuned three liter machine and the machine in which the power is only limited by the melting point of metal. The Grand Prix of 1912 sang a swan song for the automobile monster."

Says the *Tattler*: "The small car has made its mark with a vengeance, the victorious Sunbeams, for instance, being only one-fifth the size of the Platts or the Peugots. Indeed it would seem that we have reached the limit in engine development, since the bigger models are so hard on tires as to handicap themselves severely. And above all Great Britain, once slow to follow her continental rivals, has at last proved her worth."

"Round of the Monster-Engined Car" is the way the *Sunday Observer* describes the race results. The compared table of speeds, which, taken with the engine size in cubic centimeters, is most illuminating, is given thus:

Place.	Driver.	Car.	Engine size C.C.	Time M. S.	M.P.H.
1	Bolton.	Peugeot.	3,000	13 1/2	52.5
2	Wagner.	Plat.	1,113	11 1/2	52.5
3	Point.	Sunbeam.	3,000	14 1/2	48.3
4	Hesta.	Sunbeam.	3,000	14 3/4	46.3
5	Medinger.	Sunbeam.	3,000	15 1/2	42.5
6	Christie.	Excelsior.	3,350	16 3/4	38.5
7	Croquet.	Schneider.	3,000	17 1/2	35.1
8	Platin.	Platin.	3,000	17 3/4	33.5
9	Wise.	Arrol.	3,000	18 1/2	32.0
10	Duray.	Alcyon.	3,000	18 3/4	30.5
11	Vonatum.	Infant.	3,000	19 1/2	28.5
12	Point.	Math.	3,750	20 1/2	27.0
13	De Vere.	Coupe.	3,000	20 3/4	26.5

Then, continues the *Observer*, "it is, further, a service, remarks which apply to certain British machines should be of designs embodied in the standard touring car practice of the firm as distinct from being freak productions suitable only for speed work, such as was the winning Peugeot, which is a superb specimen of a specially designed speed machine, but which as regards valve mechanism and other matters is not applicable to refined touring car practice. The Peugeot is in still more emphatic measure to the wonderfully speedy Platts."

Here it seems that enthusiasm has run away with the facts. The Platts are really more stock cars than any other machines that race. Duplicates are always to be had at the factory at Turin, and the makers contend that the great difference between the 15 horse-power cars which apply of 120 horse-power is in the size. Strictly speaking, the Platts are not so much racing machines as many others, because the Turin factory produces so wide a range of models that nearly any size is built to order.

To conclude the list of jubulations here is what the *Field* says of the race: "But one lesson was so plain and so evident to the least observant that even those to whom it must have been most distasteful have accepted it without a shadow of dispute. It is that the popular type of English small car as embodied in the representatives which competed in the Coupe de l'Auto, if not without a compeer, at least is second to none other in design or construction for its work. It was because the three liter design enabled our manufacturers to put their standard practice to a considerable extent into these racers that the Coupe de l'Auto contest possessed such interest and is so certain to raise the prestige of the British car. Out of the clash of conflicting claims and arguments which puzzle and distract the motor car purchaser, the broad fact emerges that the British competitors 'made good' in this crucial test to an extent not approached by their international rivals, and did so with cars that were obviously adaptations of standard models merely adjusted to take all possible advantage of the conditions of the contest."

New Cunningham a Rotary Valve Six.

Among the new model cars now being tried out is the new six cylinder Cunningham, which is being developed by James Cunningham & Son of Rochester, N. Y. Particular interest attaches to it by reason of the development of a rotary valve mechanism.

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